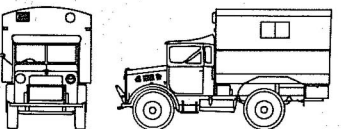
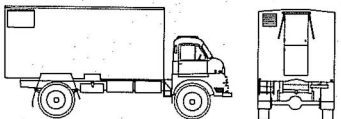
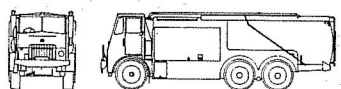
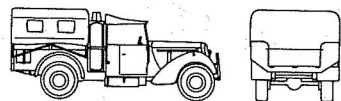




MILITARY VEHICLE DATA

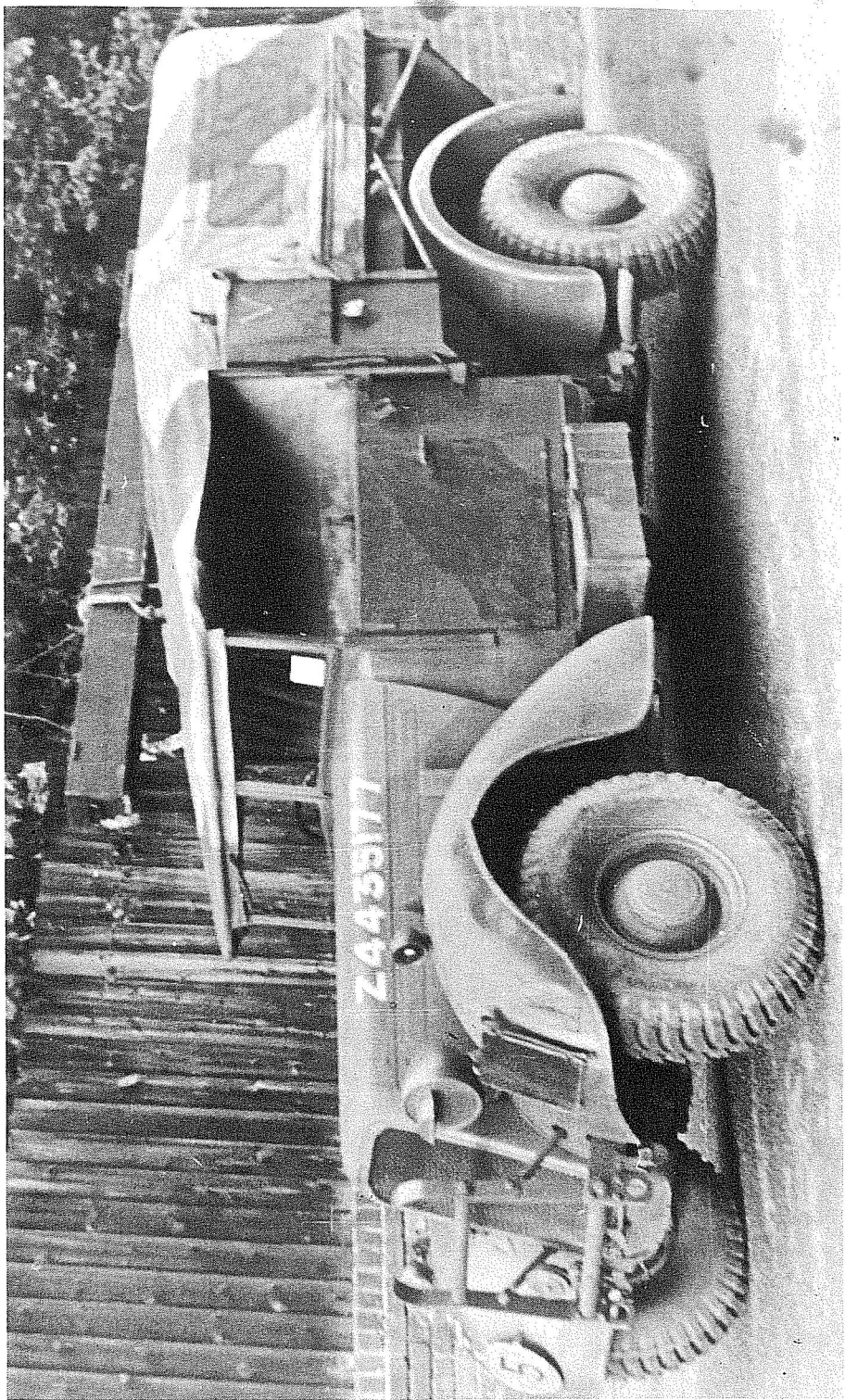
NUMBER TWENTY

Humber Snipe 8-cwt 4 x 2, F.F.W.	UK
Bedford RL 4-ton 4 x 4 Stores (Binned)	UK
I.H.C. 2½-ton 4 x 4 Cargo Mk.IV	AUSTRALIA
Leyland 19H/1E 10-ton 6 x 4 Refueller Mk.3	UK
Ford WOT6 3-ton 4 x 4 Signals	UK
Austin K4/DE Series 2 3-ton 4 x 2 Cargo	UK
Thornycroft Big Ben 10-ton 6 x 4 Tractor	UK
Bedford MW 15-cwt 4 x 2 Signals 'E'	UK
Dodge ½-ton 4 x 4 Panel Delivery	US



DRAWINGS AND RESEARCH BY M.P. CONNIFORD

25p.



HUMBER SNIPE 8-cwt 4 x 2 F.F.W.

There were at least four versions of the Humber Super Snipe in regular service with the British Armed Forces; the Open Touring Car of 'Monty' fame featured in Military Vehicle Data 14, the military version of the prewar Humber Super Snipe Saloon, the Heavy Utility estate car, and the 8-cwt truck dealt with here known as the F.F.W. (Fitted For Wireless).

Designed to carry a No.11 wireless set, the body is very similar to the Personnel type except seating two men only. A table was provided for wireless transmitting with fittings for batteries and equipment. A locker along the nearside of the body contained aerial bags, signalling gear and wireless mast. The vehicle opposite had been modified to carry film equipment, hence the special roof attachment. The rear canopy and its superstructure could be removed and utilising the folding legs, used as a shelter.

Rear Axle:

Semi-floating spiral bevel drive, ratio 4.88 to 1.

Suspension:

Front, independent transverse semi-elliptic spring; rear semi-elliptic. Hydraulic shock absorbers front and rear.

Brakes:

Foot, hydraulic on all wheels; hand, mechanical on rear wheels only.

Tyres:

9.00 - 13

Overall Dimensions:

Length: 14' 7"
Width: 6' 5"
Height: 6' 2½"

Engine:

Humber 6-cylinder petrol side-valve. Bore 85 mm, stroke 120 mm of 4.1 litres capacity. Maximum B.H.P. 85 at 3,400 r.p.m. Maximum torque 2,150 lbs/ins at 1,300 r.p.m.

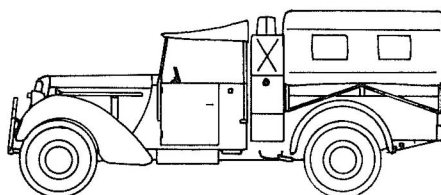
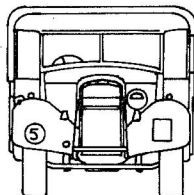
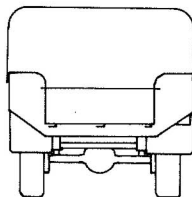
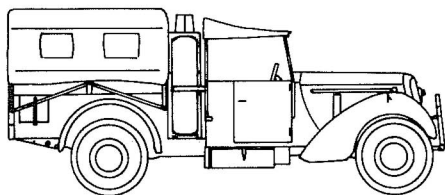
Gearbox:

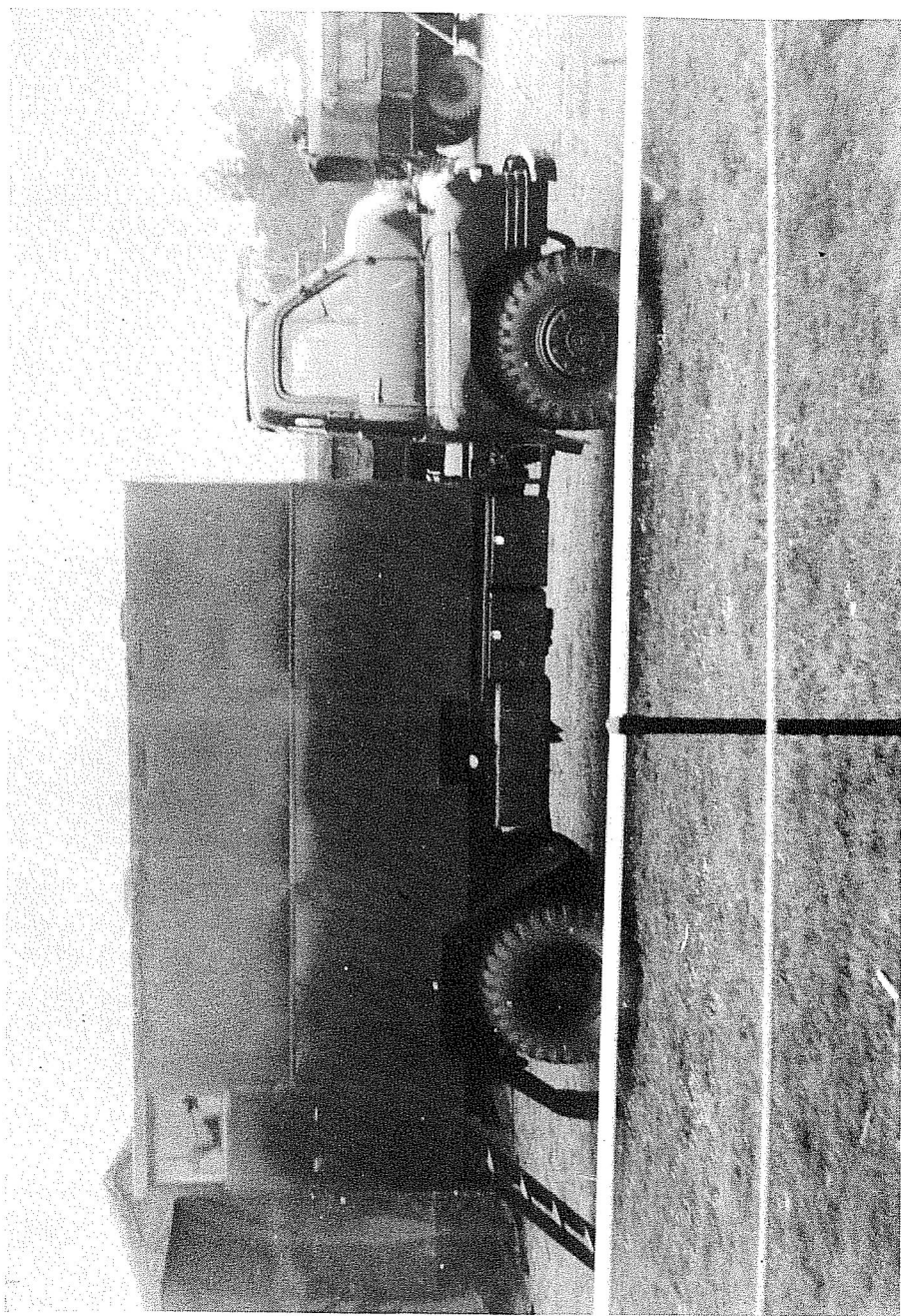
4 forward and 1 reverse. Overall ratios 18.09 to 1, 12.07 to 1, 7.16 to 1, 4.88 to 1, and 18.09 to 1 in reverse.

Other Dimensions:

Wheelbase 9' 6".
Track, front 5' 0½", rear 5' 1"
Turning circle 41' 0"
Ground clearance: 7½" sump.

Photograph opposite courtesy Simon Baker.





BEDFORD RL 4-TON 4 x 4 STORES BINNED

From the early 1950's until 1971 Bedford RL's were used as the standard 4 x 4 chassis. Body types have been extremely numerous, but, generally speaking, have fallen into two main groups. Those using the cargo dropside body and carrying a container-type variant, and those with special purpose bodies built directly on to the chassis. The Stores Binned vehicle is one such truck.

This vehicle is fully insulated and designed specifically as a mobile stores. There are shelves down both sides and across the front end. All shelves have detachable wire cage fronts to prevent movement of stores whilst the vehicle is in motion. The truck has a stable type rear door; inside is electric lighting and roof lead attachments for hand-lamps.

Axles:

Front and rear, hypoid bevel, ratio 6.8 to 1.

Suspension:

Semi-elliptic front and rear with double acting shock absorbers.

Brakes:

Foot, hydraulic with air pressure servo assistance.

Hand, mechanical to rear wheels only.

Tyres:

11.00 x 20 12-ply Cross country tread.

Overall Dimensions:

Length: 21' 7 $\frac{3}{4}$ "

Width: 7' 4"

Height: 10' 7 $\frac{1}{2}$ "

Performance:

10 miles per gallon (road)

5 miles per gallon (cross country)

Maximum speed: 52 m.p.h.

Engine:

Bedford 6-cylinder OHV gasoline; bore 3.875 in., stroke 4.25 in., maximum BHP 110 at 3,200 r.p.m., maximum torque 220 ft/lb at 1,200 r.p.m.

Gearbox:

Main 4 forward and 1 reverse
Ratios 7.06 to 1, 3.332 to 1, 1.711 to 1, 1 to 1 and 7.06 to 1 in reverse.
Auxiliary: 2 speed.

Clutch:

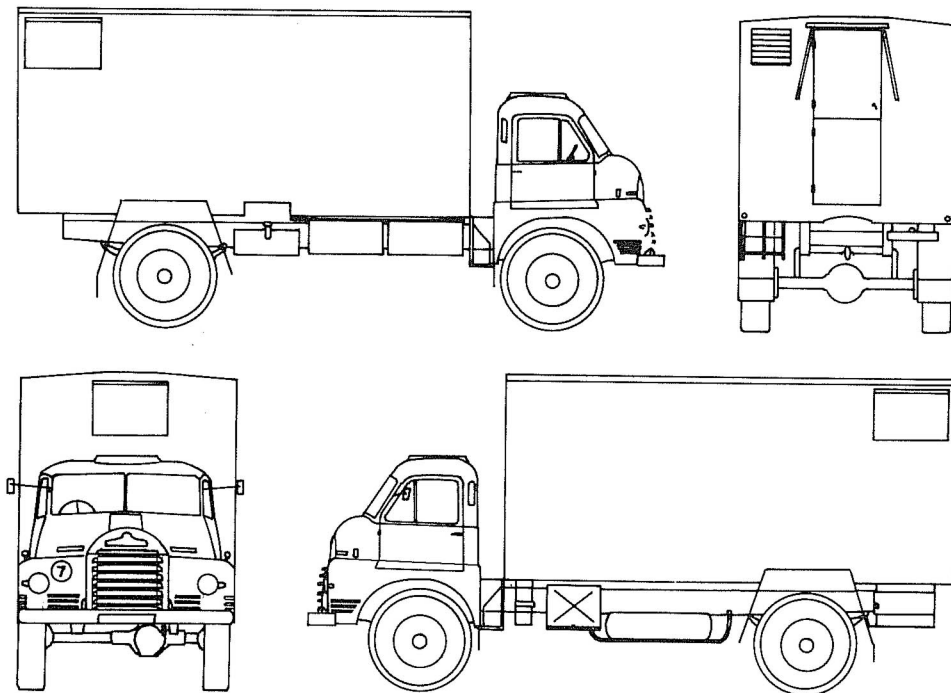
Single dry plate.

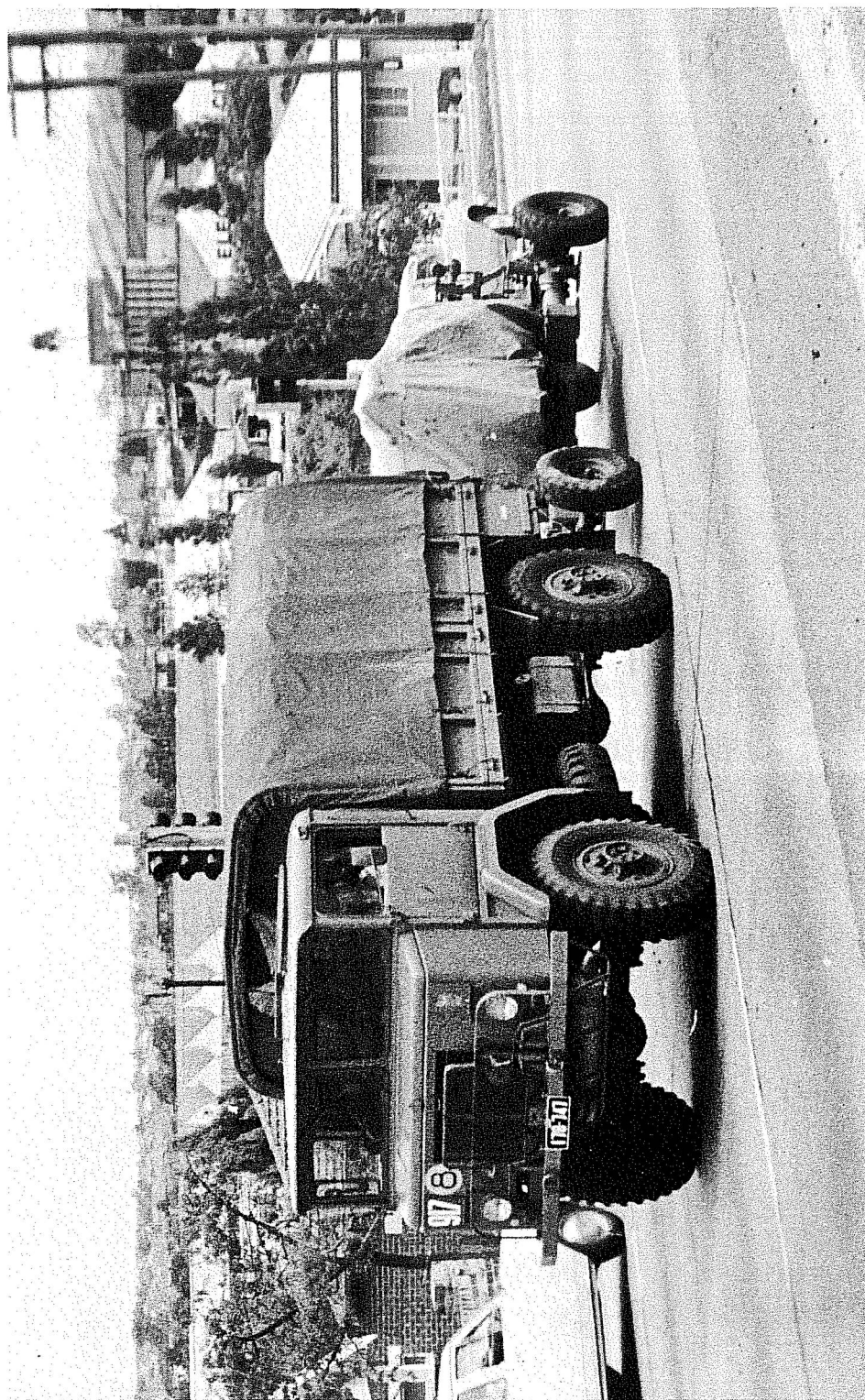
Other Dimensions:

Wheelbase: 13' 0"

Track: Front 6' 1 $\frac{1}{2}$ " rear 6' 1"

Turning circle: 60' 0"





INTERNATIONAL 2½-TON 4 x 4 GS CARGO MK IV

The range of vehicles in this format commenced with user trials of 100 trucks between 1959 and 1962. In 1962 six hundred vehicles were ordered from the International Harvester Co of Australia, followed by further contracts until over 1,500 were delivered by 1966.

The Mk IV shown here had an improved cab/bonnet in common with the Mk V 6 x 6 truck and the fibre-glass mudguards of the Mk III were replaced by metal. As Mk III's came in for major overhaul they too were upgraded to Mk IV.

The cargo body was specially designed in light-weight steel, the canopy is made of terylene spun core cotton material again with weight in mind. Low-sided body with removable wooden rails following U.S. Service pattern.

Axes:

Full-floating single reduction. Ratio 7.166 to 1 front and rear.

Suspension:

Semi-elliptical front and rear with double acting shock-absorbers.

Brakes:

Girling 2LS hydraulically activated front and rear. Hand, mechanical on rear wheels only.

Tyres:

12.00 x 20 12-ply.

Overall Dimensions:

Length: 20' 4"
Width: 8' 0"
Height: 8' 3" Cab top.

Engine:

International 6-282 6-cylinder, 3.13/16" bore, 4.1/8" stroke, of 34.8 horsepower. Maximum BHP 148 at 3,800 r.p.m. Maximum torque 243.5 ft/lb at 1,800 r.p.m.

Clutch:

12" diameter Borg & Beck.

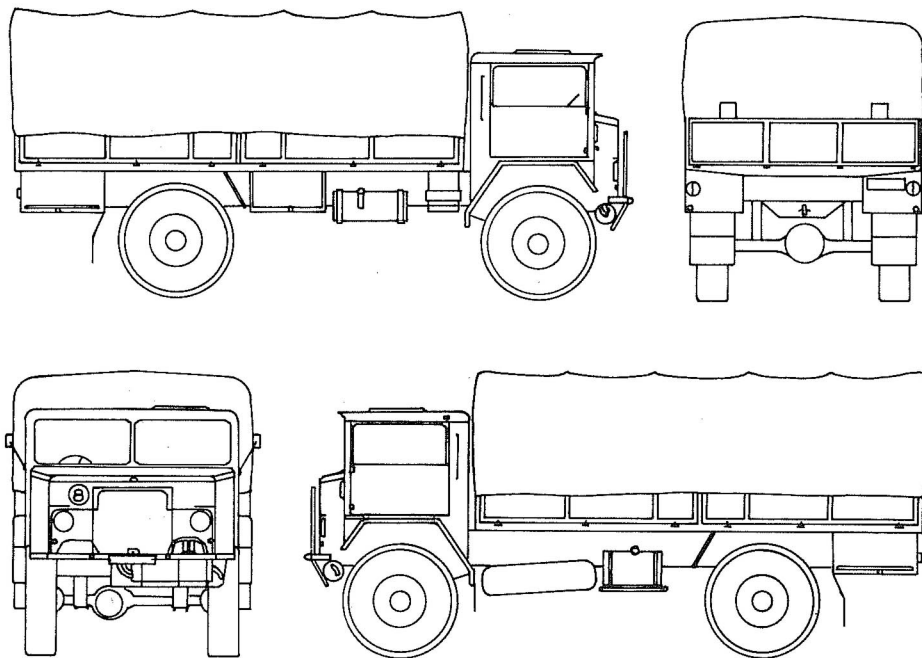
Transmission:

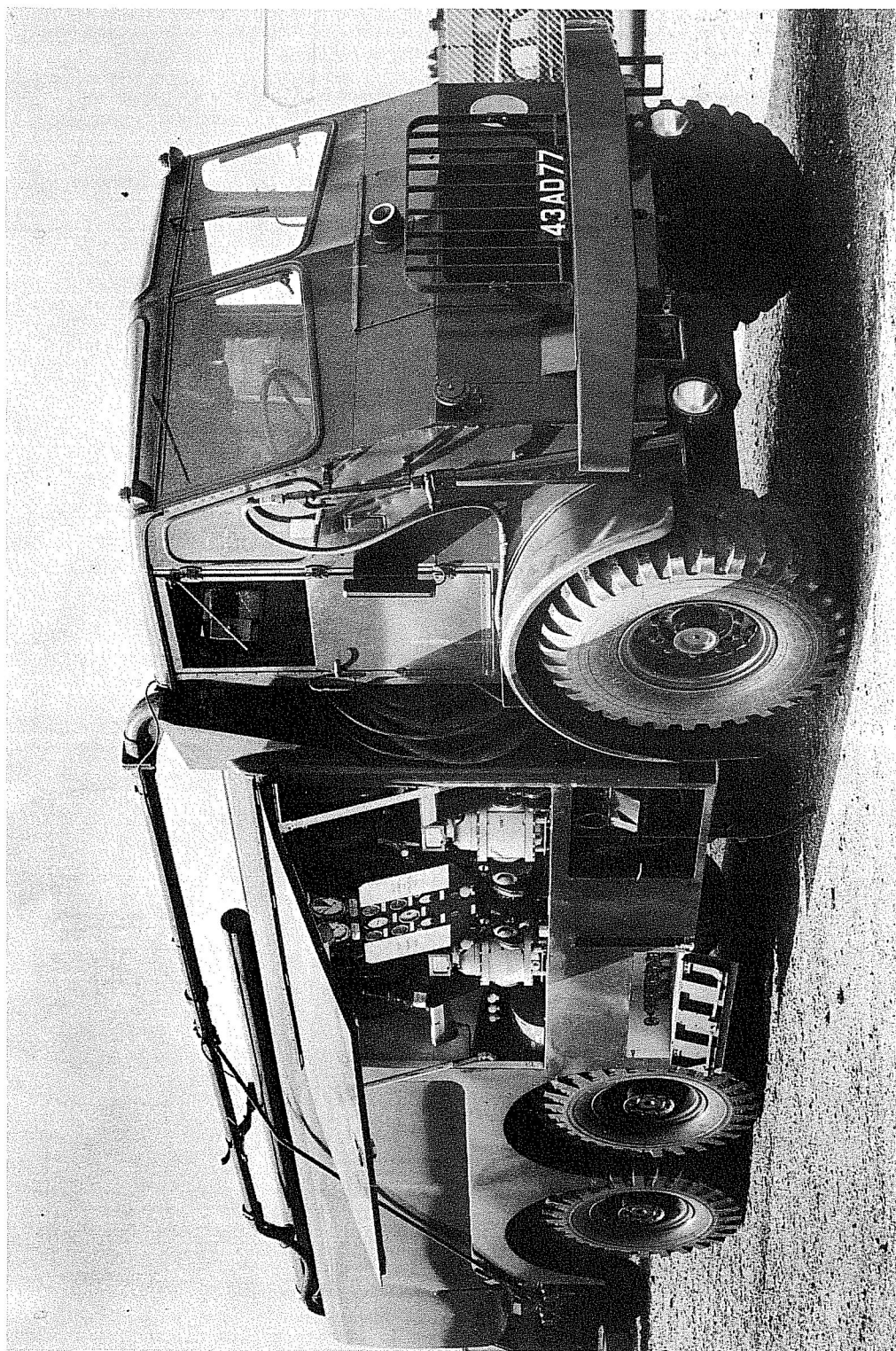
5 forward and 1 reverse.
Ratios 7.1 to 1, 4.3 to 1, 2.5 to 1, 1.42 to 1, direct and 7.2 to 1 in reverse.

Other Dimensions:

Wheelbase: 12' 1"
Track: Front and rear 6' 2"
Turning circle: 55' 9"

Photograph opposite courtesy L. Wright.





LEYLAND 19H/1E 10-TON 6 x 4 REFUELLER MK 3.

Only some twenty-five of these 2500-gallon Dual Purpose Refuellers were built. Even though it may seem unlikely they were designed to meet an "Airportable" specification. Originally intended for transportation in Blackburn & General Aircraft Beverley machines, problems arose due to excessive aircraft floor loadings and when sent abroad these vehicles were flown minus all their pumping gear. They were soon replaced by the Mk 4, the Beverley and Argosy both being able to carry these later mark tankers.

The tank was single compartment in design, a 4-inch centrifugal Pegson 4EG-2 pump being provided.

Suspension:

Front, semi-elliptic, rear, inverted semi-elliptic.

Brakes:

Foot, 2-line air pressure. Hand, mechanical on four rear wheels only.

Steering:

Cam and double roller.

Tyres:

14.00 x 20 Cross Country.

Overall Dimension:

Length: 28' 8"
Width: 8' 2½"
Height: 9' 8"

Engine:

Leyland 6-cylinder diesel; maximum BHP 133 at 1,800 r.p.m. Maximum torque 410 at 900 r.p.m.

Clutch:

Single dry plate.

Gearbox:

5-speed constant mesh with a 2-speed transfer box. Ratios, top 7.33 to 1, bottom 124 to 1.

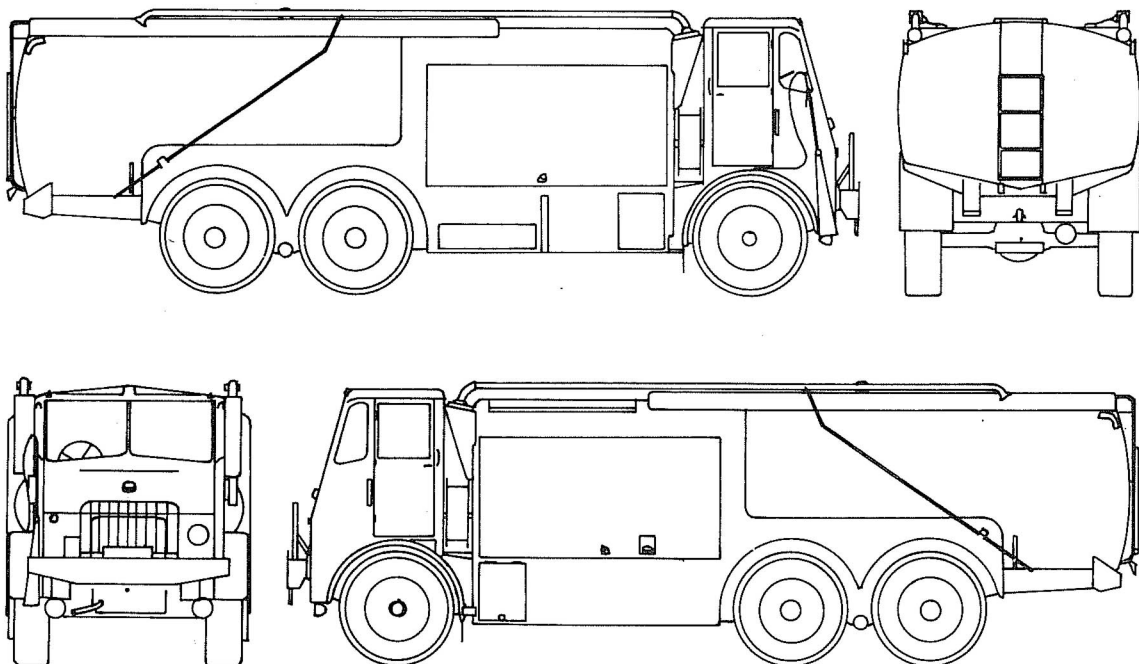
Fuel Capacity:

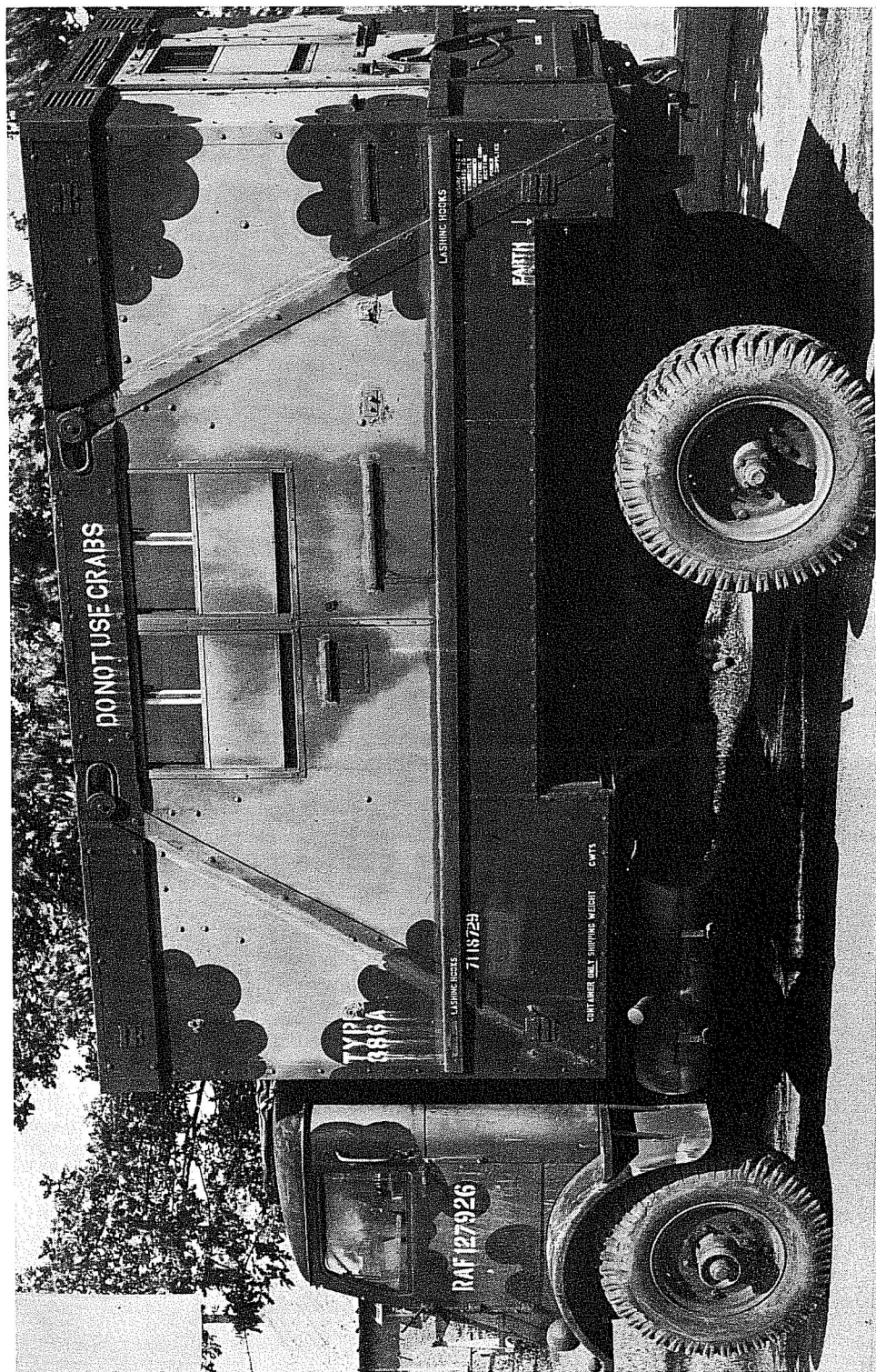
44 gallons.

Speed:

Average maximum 27 m.p.h. (road).

Photograph opposite courtesy The Weir Group.





FORD WOT6 3-TON 4 x 4 SIGNALS

The Royal Air Force commenced the Second World War with numerous signals trucks of the house-type which were soon increased in number as production of military vehicles increased. Like the British Army, the majority of trucks were of the six-wheel type, but as the need for greater mobility became apparent a considerable number of signals bodies originally built for 3-ton 6 x 4 chassis were modified for assembly to Crossley 4 x 4's. These container-designed bodies were also fitted to Bedford QL's and as the photograph opposite shows to Ford WOT 6's. It is of interest to note that the normal behind-the-cab fuel tank had to be replaced in order to accommodate the body.

Suspension:

Semi-elliptic front and rear.

Axles:

Full floating, spiral bevel drive, ratio 7.6 to 1.

Brakes:

Foot, mechanical on all wheels.
Hand, mechanical on rear wheels only.

Tyres:

10.50 x 20

Maximum speed:

45 m.p.h. at governed r.p.m.

Fuel Capacity:

35 gallons giving a 280 mile radius of operation.

Overall Dimensions:

Length: 18' 4"

Width: 7' 4"

Height: 9' 10"

Engine:

Ford V8 petrol, 3.08" bore, 3.75" stroke, of 3.62 litres capacity.
Maximum BHP 85 at 3,800 r.p.m.
Maximum torque 1,800 lbs/ins. at 2,000 r.p.m.

Gearbox:

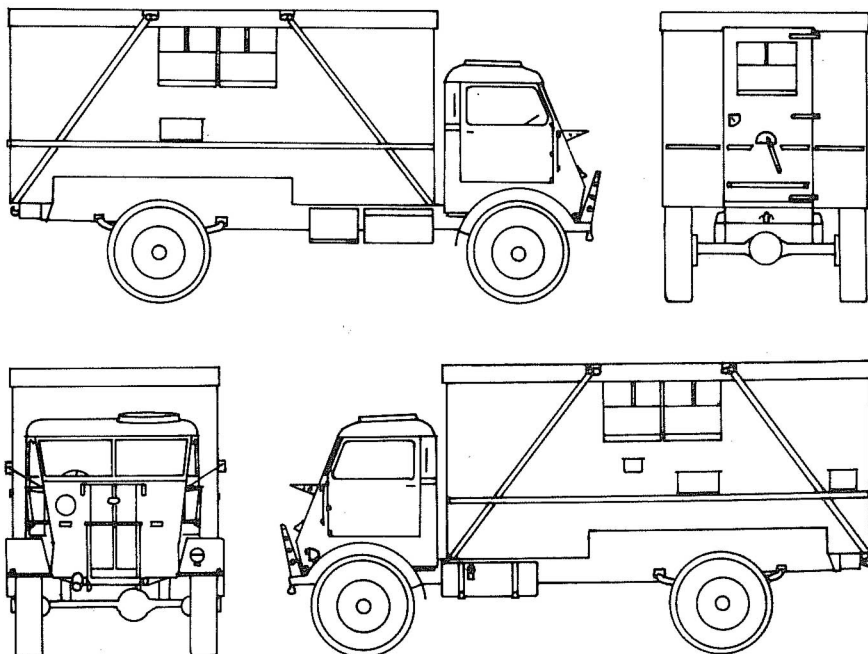
Main 4 forward and 1 reverse.
Transfer case ratios, direct and 2.42 to 1. Overall ratios (high) 48.5 to 1, 23.4 to 1, 12.8 to 1, 7.6 to 1 and 59.4 to 1 in reverse

Other dimensions:

Wheelbase 11' 11½"

Track, 5' 10" front and rear.

Turning circle 58' 6"





AUSTIN K4/DE SERIES 2 3-TON 4 x 2 Cargo.

In Military Vehicle Data 17 details were given of one of the basically commercial vehicles used by the services as a cargo truck, the Fordson ET6 'Thames'. The cargo lorry dealt with here is another in this same category. Built from 1949 to 1955, these Austin 5-ton 'Loadstar' trucks were widely used by both the British Army and Royal Air Force.

The open cargo type body was constructed of steel and wood and had a removable canvas tilt and framework.

Suspension:

Longitudinal semi-elliptic leaf springs front and rear.

Axes:

Front, I-section drop forging.
Rear, fully floating with spiral bevel gears, ratio 7.2 to 1.

Brakes:

Foot, Lockheed hydraulic vacuum servo-assisted on all wheels.
Hand, Lockheed hydraulic on rear wheels only.

Tyres:

7.50-20 7-ply dual rears.

Overall Dimensions:

Length: 21' 9"
Width: 7' 3"
Height: 7' 1" (to cab top)

Gross Weight:

Unladen 2 tons 16 cwt
Laden 5 tons 16 cwt.

Engine:

Austin 6-cylinder petrol o.h.v., 87.3 mm bore, 111.1 mm stroke, of 2.995 litres capacity. R.A.C. rating 28.3 horsepower. Maximum b.h.p. 68 at 2,700 r.p.m., maximum torque 174 lb ft at 1,000 r.p.m.

Clutch:

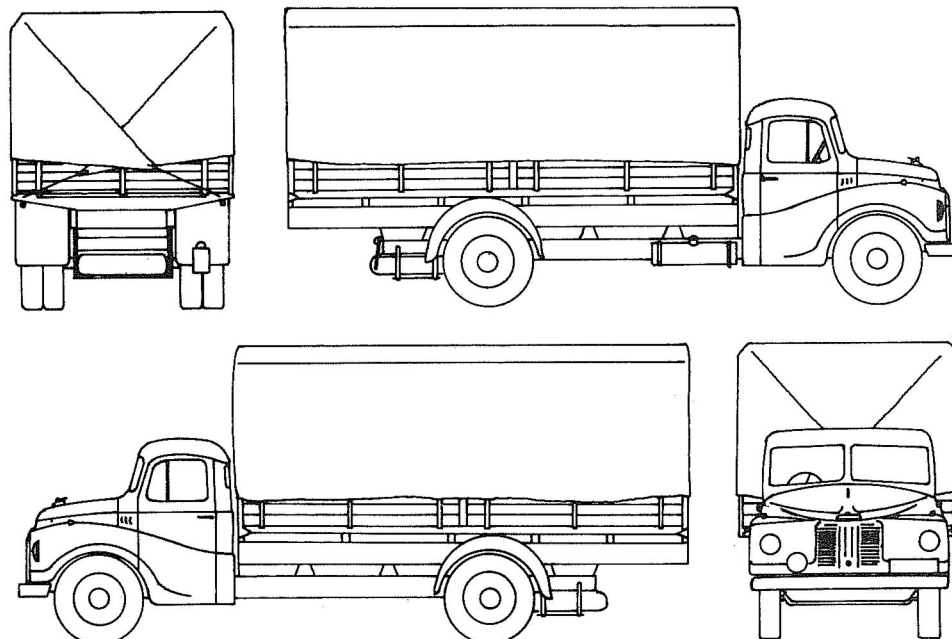
11-inch diameter Borg & Beck single dry plate.

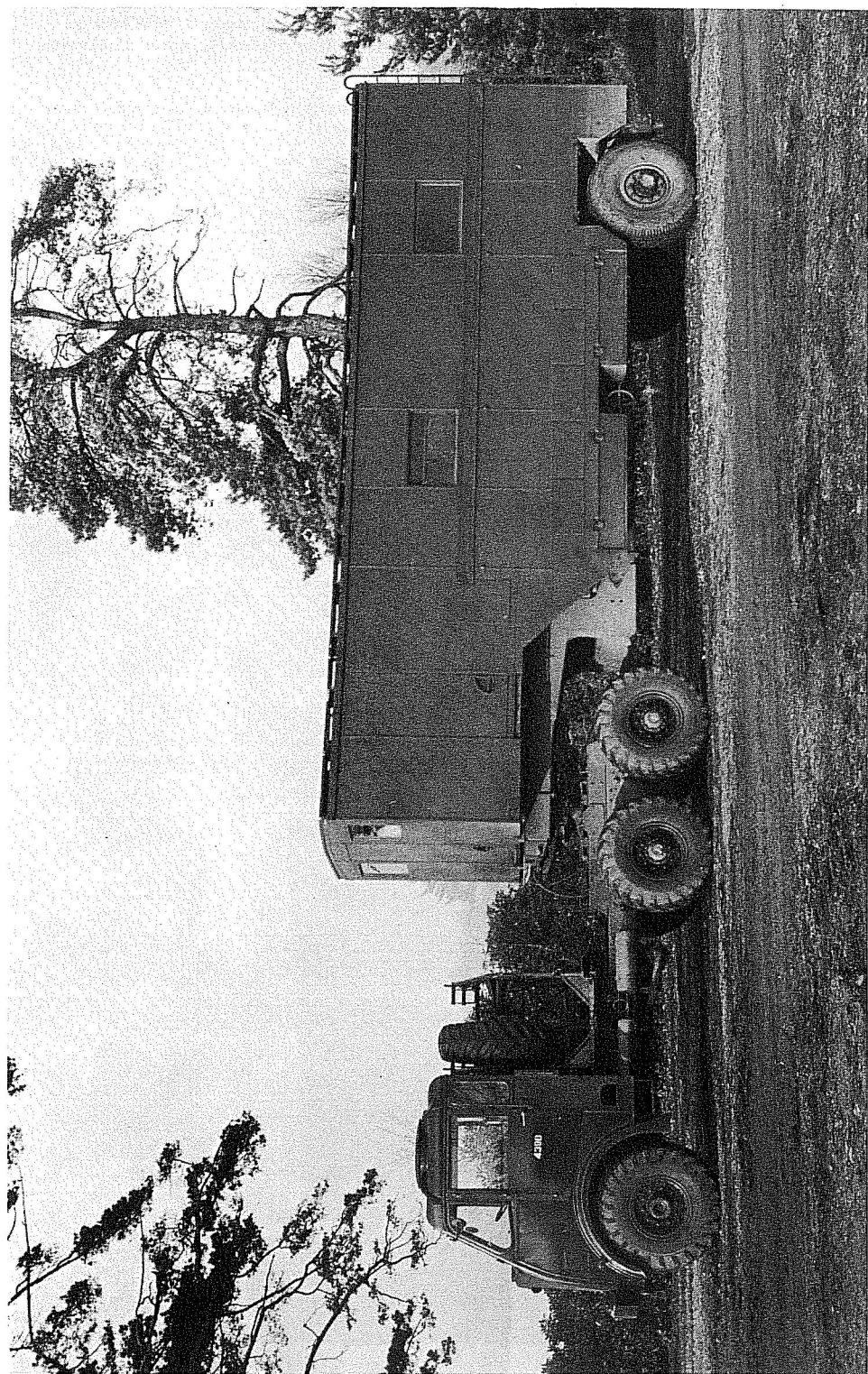
Gearbox:

Overall ratios: 52.1 to 1, 25.0 to 1, 12.3 to 1, 7.2 to 1 and 51.5 to 1 in reverse.

Other dimensions:

Wheelbase: 13' 1½"
Turning circle: 54' 0"





THORNYCROFT 'BIG BEN' 10-TON 6 x 4 TRACTOR FOR SEMI-TRAILER

These heavy tractors were developed to haul 10-ton 2-wheel semi-trailers built by Rubery Owen & Co. Ltd., which had a variety of house-type bodies. Two other types were also built, the Leyland 19H/1 and the AEC Militant.

A cargo version of the 'Big Ben' also saw military service, see Military Vehicle Data Three. Introduced in the mid 1950's they remained in service until 1968.

Suspension:

Front, semi-elliptic; rear, inverted semi-elliptic. Note no shock absorbers were fitted

Rear Axles:

Fully floating, two differentials.

Brakes:

Foot, 2 pipe-line air pressure; hand, mechanical on rear wheels only.

Steering:

Cam and double roller.

Fuel Capacity:

85-gallons, giving a 300 miles radius of action on roads at an average of 26 m.p.h.

Dimensions Overall:

Length: 21' - 7"

Width: 8' - 0"

Height: 9' - 9"

Length with semi-trailer: 44'-2"

Engine:

Thornycroft 6-cylinder petrol, gross B.H.P. 180 at 2,200 r.p.m., nett torque 520 at 1,000 r.p.m. Governed speed 2,200 r.p.m.

Clutch:

Single dry plate.

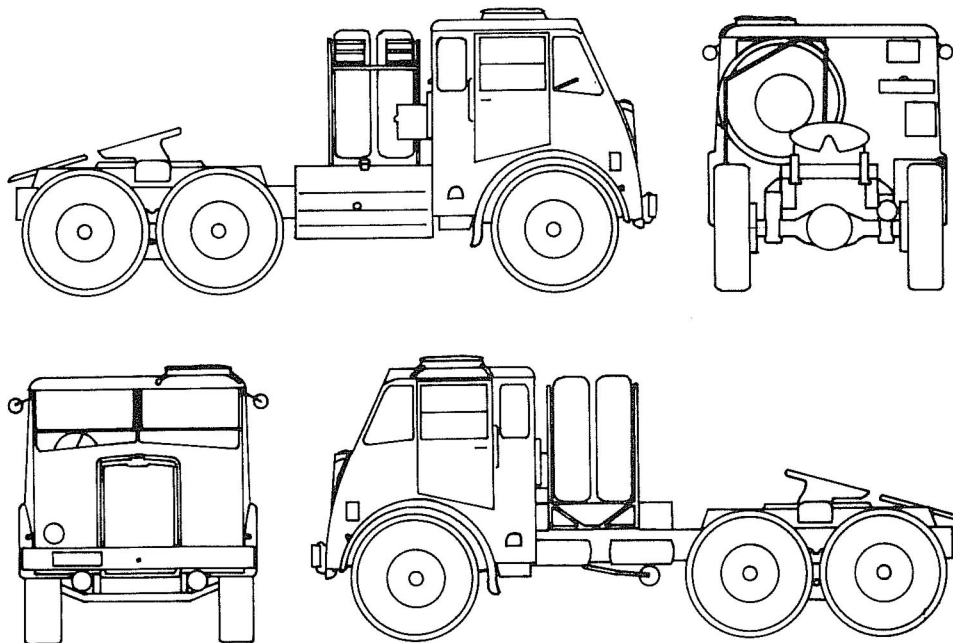
Gearbox:

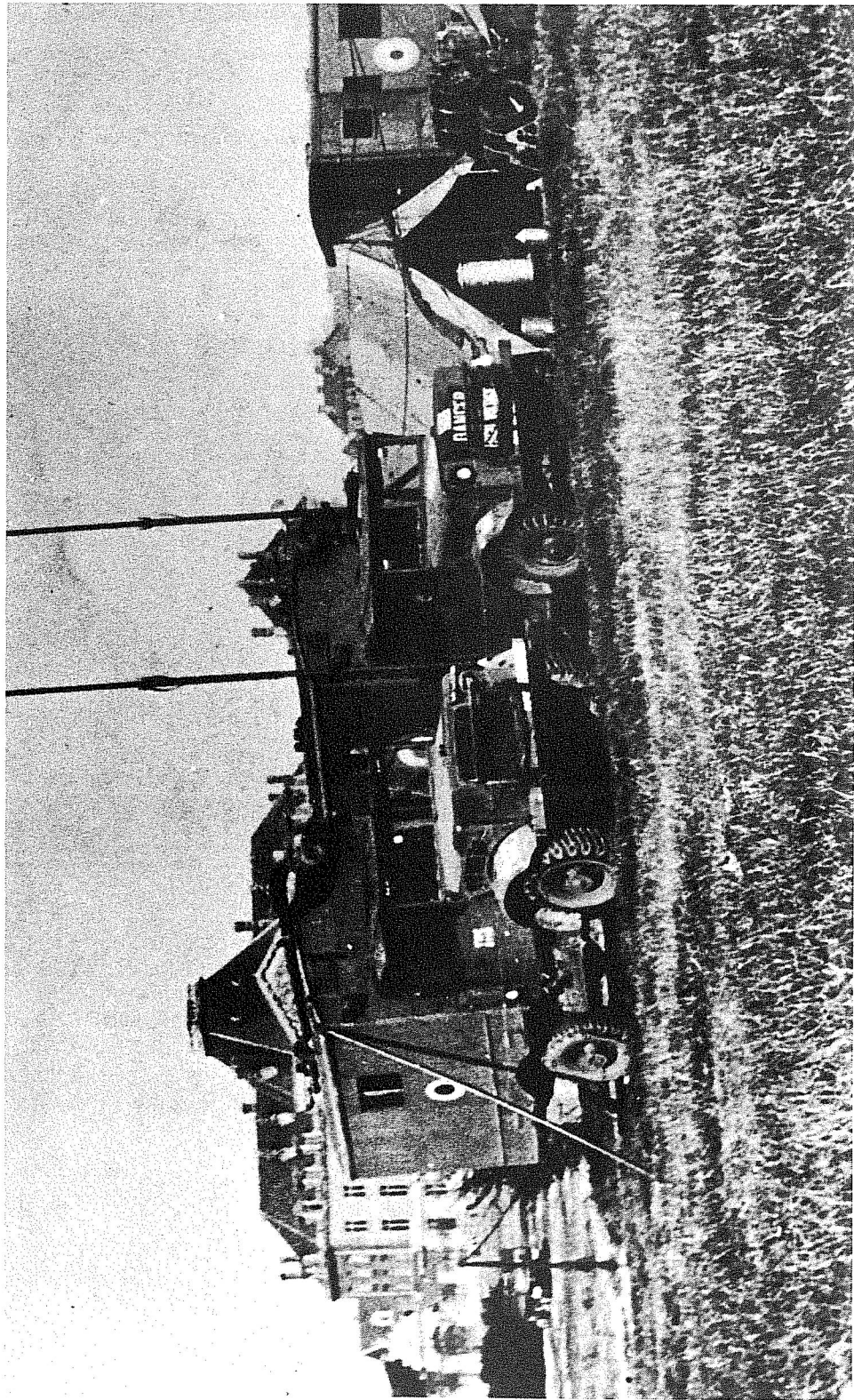
4 forward and 1 reverse, with a 2-speed transfer box. Ratios: 8.25 to 1 (top), 88 to 1 (bottom).

Tyres:

14.00 x 20 Cross Country.
Air brake compressor tyre pump fitted.

*Photograph opposite courtesy:
Transport Equipment (Thornycroft) Limited.*





There were a number of different Type 'E' Signals bodies, two are shown here. In the photograph is the circular rear-wheel-arch version which had the following overall dimensions: length 15' 4", width 6' 4" and height 9' 6". In the drawings the angular rear-wheel-arch version, these trucks remained in service until the middle 1950's. The van type body had a timber framework, the sides, ends, and rear doors were externally panelled with sheet aluminium and lined with hardboard, the gap between the inner lining and out panels being filled with temperature insulating materials. Sliding windows were provided in the sides and louvred ventilation panels at the front and rear. No service equipment was issued with the vehicle, user units fitting the relevant transmitting/receiving sets and associated equipment. Some vehicles had aerial mast stowage on the roof; others carried masts inside the body.

The vehicles shown in the photograph belonged to 5285 G MSU (Mobile Signals Unit) R.A.F., which together with 15082 GCI, a 2nd Tactical Air Force radar unit, are believed to have been the first British personnel to enter Paris on its day of liberation in August 1944.

Suspension:

Semi-elliptic front and rear, with hydraulic shock absorbers all round.

Rear Axle:

Full floating spiral bevel, ratio 6.2 to 1.

Brakes:

Foot, hydraulic on all wheels;
Hand, mechanical on rear wheels only.

Tyres:

9.00 - 16.

Overall Dimensions:

Length: 15' 9"
Width: 6' 6"
Height: 8' 10"

Internal Dimensions:

Length: 7' 5"
Width: 6' 0"
Height: 5' 3"

Engine:

Bedford 6-cylinder petrol, 3³/₈" bore, 4" stroke, of 3.5 litres capacity. Maximum B.H.P. 72 at 3,000 r.p.m., 67 B.H.P. at governed speed of 2,425 r.p.m. Maximum torque 1,932 lbs/ins at 1,200 r.p.m.

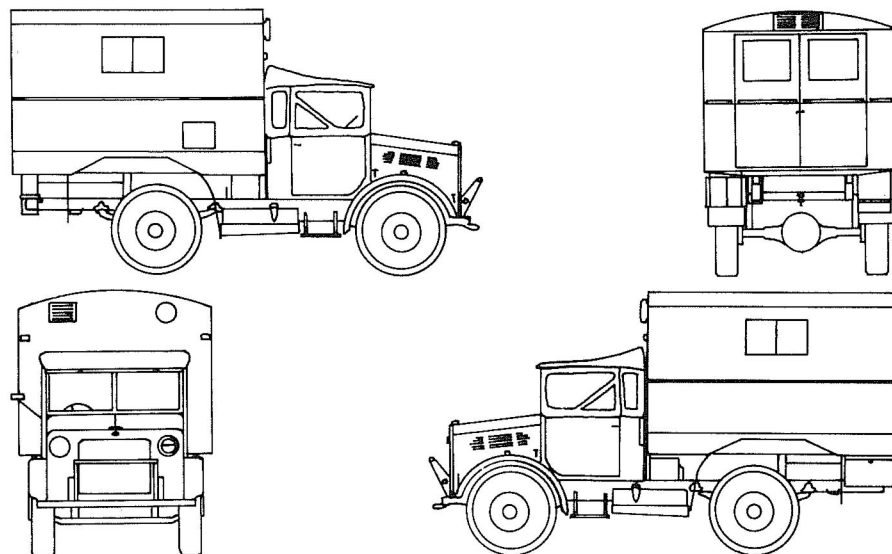
Gearbox:

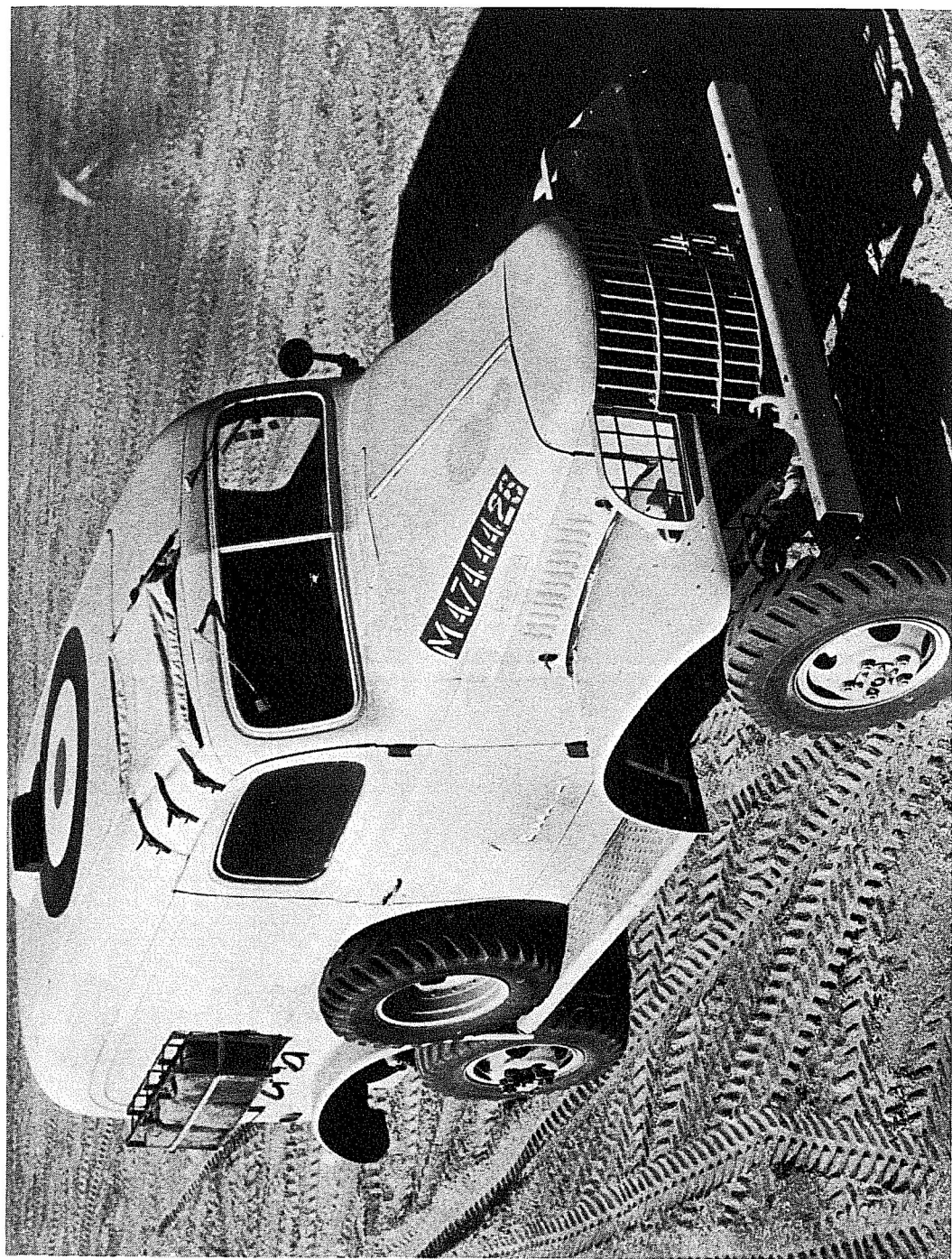
4 forward and 1 reverse.
Overall ratios: 44.7 to 1, 21.5 to 1,
10.6 to 1, 6.2 to 1,
and 44.3 to 1 in reverse.

Other Dimensions:

Wheelbase 8' 3"
Track, front 5' 3", rear 4' 11"
Ground clearance: 9"

Photograph opposite courtesy of Leonard Owens.





DODGE ½-TON 4 x 4 PANEL DELIVERY.

Used to transport light cargo loads these trucks had a good cross-country capability though they resembled a typical grocer's delivery van. Widely used by the American Armed Forces, a few were also supplied to other Allied Nations. Some saw service in the Western Desert, a number like the one shown here being adapted for use as wireless trucks.

Axles:

Full floating, hypoid, ratio 4.89 to 1.

Suspension:

Semi-elliptic front and rear with hydraulic shock absorbers.

Brakes:

Foot, hydraulic on all wheels: hand, mechanical on transmission.

Tyres:

7.50 - 16

Steering:

Worm and sector, left hand drive.

Overall Dimensions:

Length: 15' 5"

Width: 6' 2"

Height: 7' 0"

Engine:

Dodge 6-cylinder petrol, 3¼" bore, 4⁵/₈" stroke, of 3.76 litres capacity. Maximum B.H.P. 92 at governed speed of 3,200 r.p.m. Maximum torque 2,160 lbs/ins at 1,200 r.p.m.

Clutch:

10-inch diameter single dry plate.

Gearbox:

4 forward and 1 reverse:

Overall ratios: 31.1 to 1, 15.1 to 1, 8.26 to 1, and 4.89 to 1.

Transfer Case:

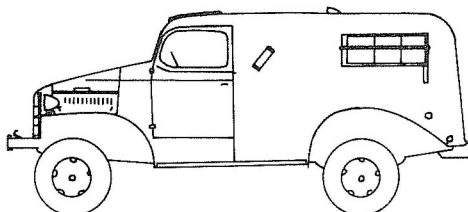
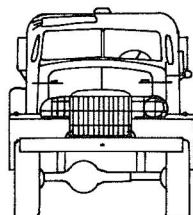
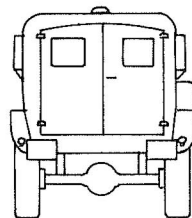
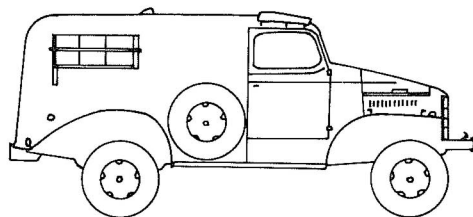
Single speed direct ratio, front axle drive could be disengaged.

Other Dimensions:

Wheelbase 9' 6"

Turning circle: 51' 0"

Photograph opposite courtesy the R.E.M.E. Museum.





MILITARY VEHICLE DATA

- 1** Ford (F60L) Portee 3-ton (CA); Leyland Hippo G.S. 10-ton (UK); Dodge T 110-L-5 Water Tank 3-ton (CA); Dennis Tipper 3-ton (UK); Guy FBAX Wireless 3-ton (UK); Dodge T 214 Weapons Carrier (US); Chevrolet (C80L) Office 3-ton (CA); Morris CS8 Water 15-cwt (UK); GMC DUKW Amphibian 2½-ton (US).
- 2** Albion 'FT 11' Lorry 3-ton (UK); American 'BRC' 4 x 4 Light Recon Car (US); Bedford 'OYC' Lorry 3-ton X-Ray (UK); Diamond T Lorry 4-ton G.S. (US); Ford 'W0A2' Heavy Utility (UK); Mack 'NR4D' Lorry 10-ton G.S. (US); Thompson 600-gallon Fuel Tender (UK); Maulsley 'Millant' Lorry 6-ton G.S. (UK); White 'M3A1' Truck 15-cwt Personnel (US).
- 3** Austin 'K6' Lorry 3-ton Transmitter (UK); Bedford 'OY' Lorry 3-ton Water Tank (UK); Chevrolet Truck 1½-ton G.S. w/Winch (US); Foden 'DG/6/10' Lorry 10-ton G.S. (UK); Ford (F602L) Lorry 3-ton Ambulance (CA); Guy 'ANT' Truck 15-cwt G.S. (UK); Standard 12 Light Utility (UK); Thornycroft '3M/GRN/6/2' 10-ton Cargo (UK); Bedford QLT Lorry 3-ton Troop Carrying (UK).
- 4** Bedford MWD Truck 15-cwt G.S. (UK); Crossley (GLB 3-ton Searchlight (UK); Dodge T 110 Lorry 3-ton Stores (C); Leyland 'Lynx' Lorry 3-ton G.S. (UK); Chevrolet (C80S) Truck 3-ton Dump (C); Thornycroft 'Tartar' Lorry 3-ton (UK); Karrier 'K6' Truck 3-ton G.S. (UK); Ford C11AD Heavy Utility (C); Morris Commercial Truck 15-cwt Wireless (House Type) (UK).
- 5** Adler '3GD' Car Medium 4 x 2 Kfz 12 (GE); Daimler-Benz 'G5' Car Medium 4 x 4 (GE); Daimler-Benz 'G3a' Truck Light 6 x 4 (GE); Steyr-Daimler-Puch '1500 A' Truck Light 4 x 4 (GE); Daimler-Benz 'L3000 S' Truck Medium 4 x 2 (GE); Adam Opel 'Blitz 3r' 3.6-6700 A Truck Medium 4 x 4 (GE); Faun 'ZR' Tractor wheeled heavy 4 x 2 (GE).
- 6** Chevrolet Truck 1½-ton 4 x 4 Telephone Maintenance (US); Leyland 'Hippo' 10-ton 6 x 4 Printing (UK); Ford 'WOT 6' Lorry 3-ton 4 x 4 G.S. (UK); Morris 'CDF' Lorry 30-cwt 6 x 4 G.S. (UK); Standard 14 x 2 Light Ambulance (UK); Bedford 'RL' Lorry 3-ton 4 x 4 G.S. Cargo (UK); Chevrolet (C30) Truck 30-cwt 4 x 4 Sissy Battery (CA); Humber 4 x 4 Heavy Utility (UK); Morris Truck 8-cwt 4 x 2 F.F.W. (UK).
- 7** Bedford QL Portee & Fire (UK); Albion BY1 General Service (UK); A.E.C. 0854 Refueler (UK); Ford F60L Armoured Lorry (CA); Dennis Max Mk. 1 General Service (UK); Morris CS8 Office (UK); Dodge T 215 Pick-up (UK); Austin K3 General Service (UK); Ford WOT2H Office (UK).
- 8** Austin K6 3-ton General Service (UK); Diamond T 981 12-ton M.20 (UK); Dodge T 222 D 15 15-cwt General Service (CA); Leyland 'Retriever' 3-ton Stores (UK); Albion FT15N Tractor Field Artillery (UK); Ford FT15 15-cwt General Service (CA); Dodge Ambulance T 214 ½-ton (UK); Ford WOT2H 15-cwt Light Warning (UK); Thornycroft 'Nubian' TF/AC4/1 3-ton General Service (UK).
- 9** Chevrolet C60L Lorry 3-ton 4 x 4 Mobile Canteen (CA); Ford WDTB Truck 30-cwt 4 x 4 General Service (UK); Crossley IGLB Lorry 3-ton 6 x 4 Derrick (UK); Bedford OY Lorry 3-ton 4 x 2 Stores RASC Type (UK); Mack LM SW 23 Tractor 5-ton 6 x 4 Heavy Breakdown (USA); Thornycroft WOF/DC4/2 Lorry 3-ton 6 x 4 General Service (UK); Austin K6 Lorry 3-ton 6 x 4 20 KVA Power Equipment (UK); Ford F60L Truck 3-ton 4 x 4 General Service (UK); Foden DG6/12 Lorry 10-ton 6 x 4 Printing (UK).
- 10** Auto-Union/Horch '830' Car Medium 4 x 2 Bussing-Nag 4500A Heavy Cargo Truck 4 x 4 Faun Type L.800 D567 Heavy Truck 6 x 4 Maffei Type MSZ 201 Prime Mover Zuandapp KS750 Motorcycle Heavy with Sidecar 3 x 2 Phenomenon 'Granit 1500' 1½-ton Steyr-Daimler-Puch 640 Light Truck 6 x 4 Volkswagen, type 82 Car, Light 4 x 2 Volkswagen, type 12B Car, Light 4 x 4 Amphibious.
- 11** General Motors C15TA 15-cwt 4 x 4 Armoured Truck (CA); Bedford QLB 3-ton 4 x 4 Tractor L.A.A. (Bofors) (UK); Ford WDT3 30-cwt 4 x 2 General Service (UK); Chevrolet C60S 3-ton 4 x 4 Derrick (CA); Morris CB 15-cwt 4 x 4 General Service (UK); Ford (B) E2 3-ton 4 x 4 Blinded (UK); Commer Q4 3-ton 4 x 2 General Service (UK); Karrier 'Bantam' 2-ton 4 x 2 Freight (UK); Ford WOT6 3-ton 4 x 4 Breakdown 24 kw (UK).
- 12** Albion BY1/3-ton 6 x 4 Pontoon Carrier (UK); Austin K6 3-ton 6 x 4 Mobile Laboratory (UK); Bedford MWR 15-cwt 4 x 2 Fitted for Wireless (UK); Chevrolet C8A Heavy Utility 4 x 4 Ambulance (CA); Dennis AM 30/40 cwt 4 x 2 General Service (UK); GMC ARKX352 1½/3-ton 4 x 4 Ordnance Maintenance (US); Mack NGBD 7½-ton 6 x 6 Prime Mover (US); Morris 10hp 4 x 2 Light Utility (L.K.); Thornycroft ZS/TC4 3-ton 4 x 2 Searchlight (UK).
- 13** Chevrolet C60L 3-ton 4 x 4 Petrol 800-gallons (CA); Commer Q2 30-cwt 4 x 2 General Service (UK); Dodge WK60 3-ton 6 x 4 Breakdown Gantry (USA); Ford F60DL 3-ton 4 x 2 General Service (CA); Bedford QLR 3-ton 4 x 4 Wireless (House Type) (UK); Ford F60L 3-ton 4 x 4 Ambulance 4-stretcher (CA); Morris CS8 15-cwt 4 x 2 Air Compressor (UK); Ford WOT2H 15-cwt 4 x 2 Machinery KL (UK); Thornycroft WZ/TC4 3-ton 4 x 2 General Service (UK).
- 14** Albion CX23N 10-ton 6 x 4 General Service (UK); Chevrolet 1½-ton 4 x 4 Dump w/Winch (US); Bedford OXD 30-cwt 4 x 2 General Service (UK); Ford (B) E4 3-ton 4 x 4 Tractor L.A.A. (UK); Chevrolet C60L 3-ton 4 x 4 GS Body Conversion (CA); Humber 'Selpel' 4 x 2 Tourer (UK); Dodge T203 30-cwt 4 x 4 General Service (US); Leyland 'Retriever' 3-ton 6 x 4 Machinery (House Type) (UK); Stridsbaker US6 2½-ton 6 x 6 Cargo (US).
- 15** A.E.C. 0853 4 x 4 Armoured Ammunition Carrier (UK); Austin K6 3-ton 6 x 4 General Service (UK); Hillman 10hp, 4 x 2 Light Utility (UK); Bedford QLD 3-ton 4 x 4 General Service (UK); Chevrolet C15A 15-cwt 4 x 4 Generator 9kw (Canada); Commer Q15 15-cwt 4 x 2 General Service (UK); Dodge VK62B 3-ton 4 x 2 Aircrew Coach (US); Guy FBAX 3-ton 6 x 4 Searchlight (UK); Ford F15 15-cwt 4 x 2 General Service Cab 11 (Canada).
- 16** Albion CX6N 10-ton 6 x 4 General Service (UK); Austin K2 4 x 2 Heavy Ambulance (UK); Bedford MWC 15-cwt 4 x 2 Water Tank 200 gallons (UK); Commer Q4 3-ton 4 x 4 GS Cargo (UK); General Motors C60X 3-ton 6 x 6 Heavy Type (Canada); Humber 4 x 2 Reconnaissance Car Mk 1 (UK); Landrover ½-ton 4 x 4, GS Lightweight (UK); Morris CS8 15-cwt 4 x 2 Fire Tender (UK); Scammell R 100/2 20-ton 6 x 4 Tractor GS (UK).
- 17** Austin K30 30-cwt 4 x 2 General Service (UK); Fordson ET6 Thams 4 x 2 Cargo (UK); A.E.C. Mercury 4 x 2 10-ton Dual Purpose Fueller (UK); Ford F8 8-cwt 4 x 2 Personnel (Canada); Albion FT103N 3-ton 6 x 4 Machinery (UK); Morris CD/SW 6 x 4 Tractor L.A.A. Bofors (UK); Mack NM5 6-ton 6 x 6 Heavy Artillery Tractor (US); Commer Q2 15-cwt 4 x 2 Van (UK); Scammell R100 Pioneer 6 x 4 Heavy Gun Tractor (UK).
- 18** Bedford OY 3-ton 4 x 2 Laboratory (UK); AEC 0853 Matador 5-ton 4 x 4 Flat Platform (UK); Fiat 6605N TM66 6 x 6 Artillery Tractor (ITALY); Morris CB/MG 4 x 4 A.T. Portee (UK); Ford F602L 3-ton 4 x 2 Petrol 800 gallons (CANADA); Simca-Unic F694WML 3-ton 4 x 4 Cargo (FRANCE); Landrover 60" wb ½-ton 4 x 4 Cargo (UK); Chevrolet C60L 3-ton 4 x 4 Stores (CANADA); Karrier CK6 3-ton 6 x 4 General Service (UK).
- 19** Albion WD66 5-ton 6 x 6 GS Cargo (UK); DAF YA126 1-ton 4 x 4 Weapons Carrier (HOLLAND); Bedford QLR 3-ton 4 x 4 Wireless J145 (UK); Ford WOT1 3-ton 6 x 4 VHF Transmitter (UK); ERF C14 6-ton 4 x 2 General Service (UK); Humber FWD 4 x 4 BBC Recording Van Type C (UK); Ford FGT 4 x 4 Field Artillery Tractor (FAT4) (CANADA); Commer Q4 3-ton 4 x 4 Fixed Container Workshop (C); Foden 6E8/22 10-ton 6 x 4 GS Cargo (UK).

As many as nine vehicles may be covered in each issue by way of 1/76 scale front and sideview sketches, and brief historical details, full technical specification and photographic coverage of each vehicle. 9 x 6½, 20 pages.